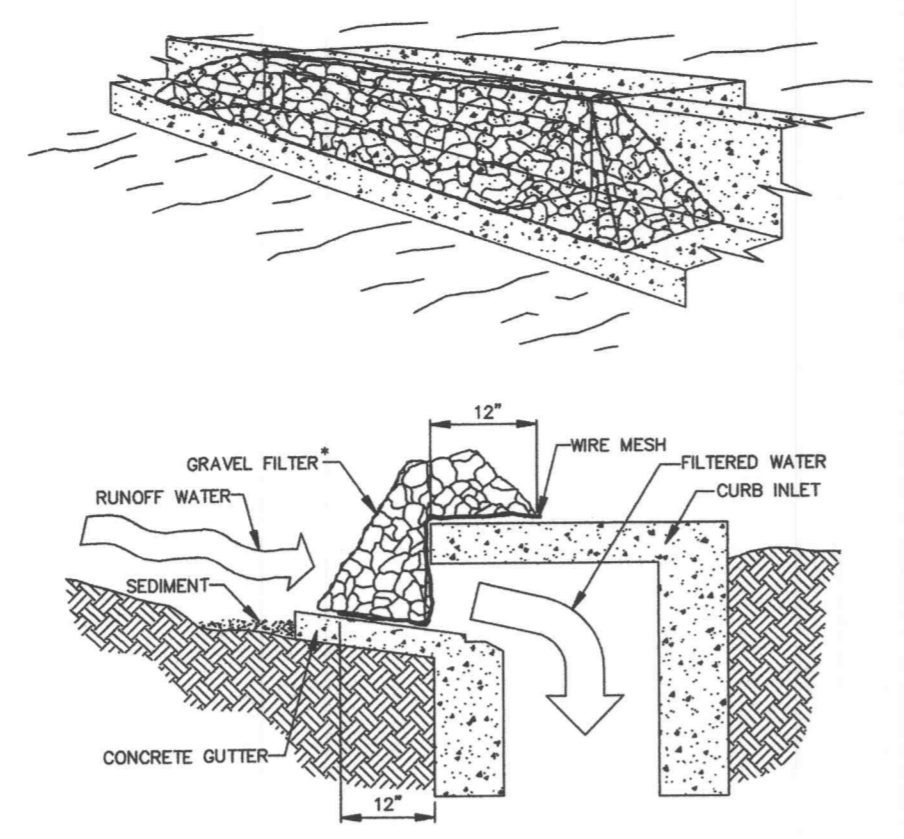


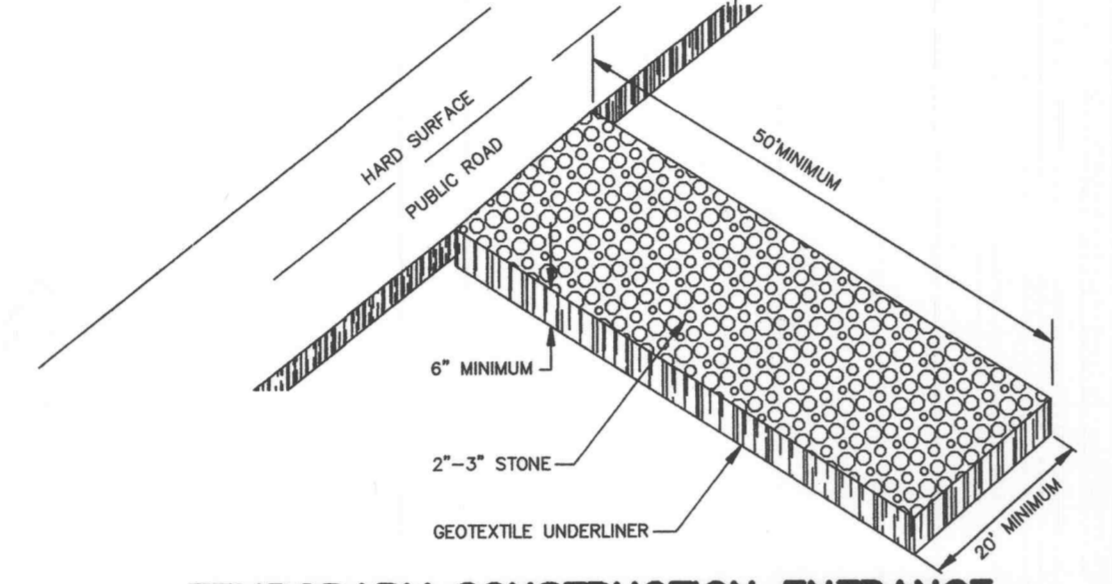
TEMPORARY SEDIMENTATION/SILT FENCE
N.T.S.

1. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES.
2. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY 6" AND FOLDED.
4. MAINTENANCE SHALL BE PERFORMED AS NOTED IN THE EROSION CONTROL PLAN. COLLECTED MATERIAL SHALL BE REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.

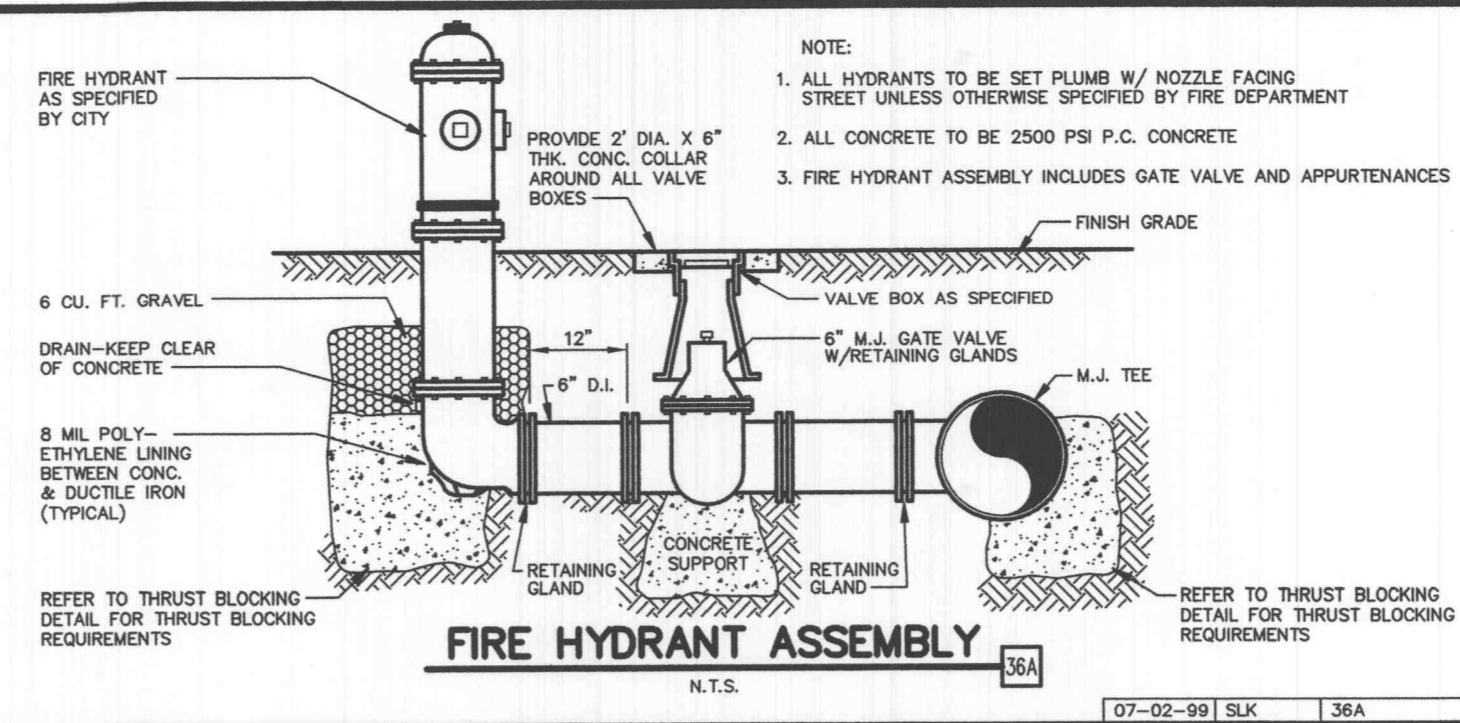


TEMPORARY GRAVEL CURB INLET SEDIMENT FILTER
N.T.S.

THIS METHOD OF INLET PROTECTION IS APPLICABLE AT CURB INLETS WHERE PONDING IN FRONT OF THE STRUCTURE IS NOT LIKELY TO CAUSE INCONVENIENCE OR DAMAGE TO ADJACENT STRUCTURES AND UNPROTECTED AREAS.
* GRAVEL SHALL BE 2"-3" STONE

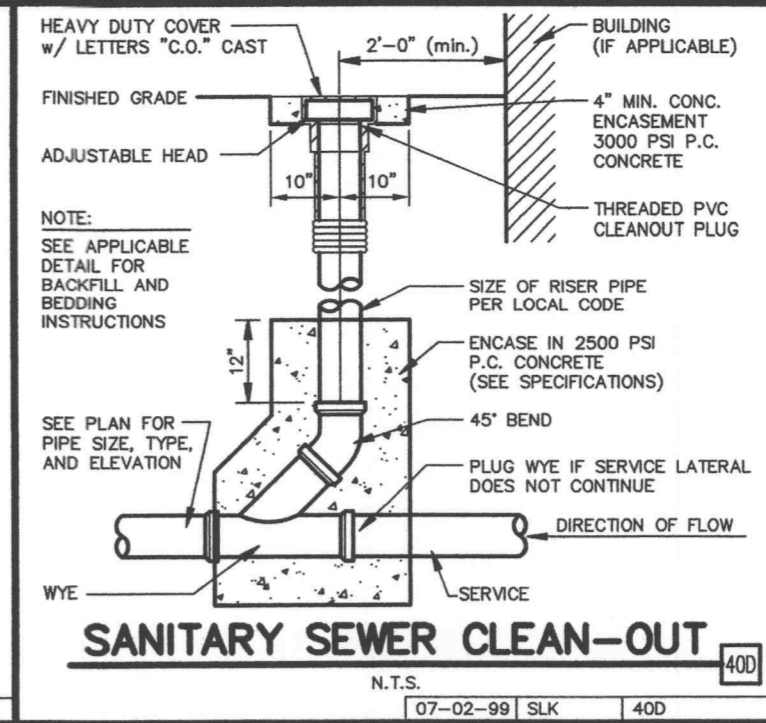


TEMPORARY CONSTRUCTION ENTRANCE
N.T.S.

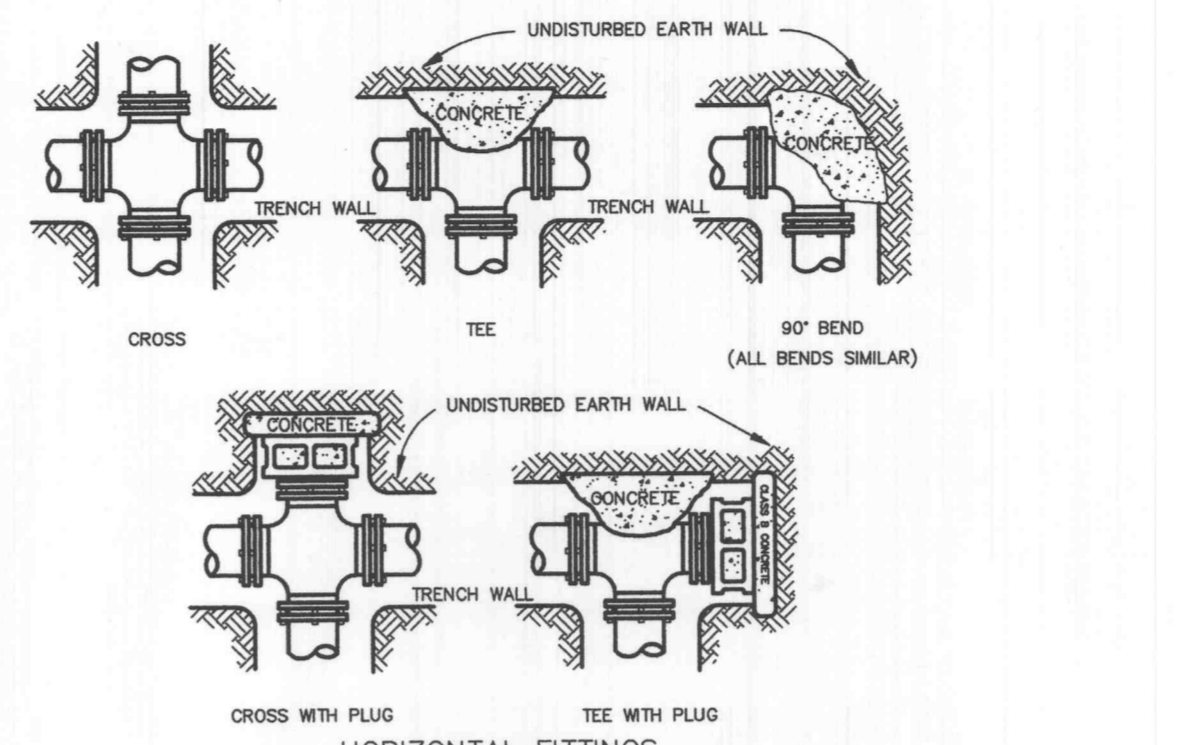


FIRE HYDRANT ASSEMBLY
N.T.S.

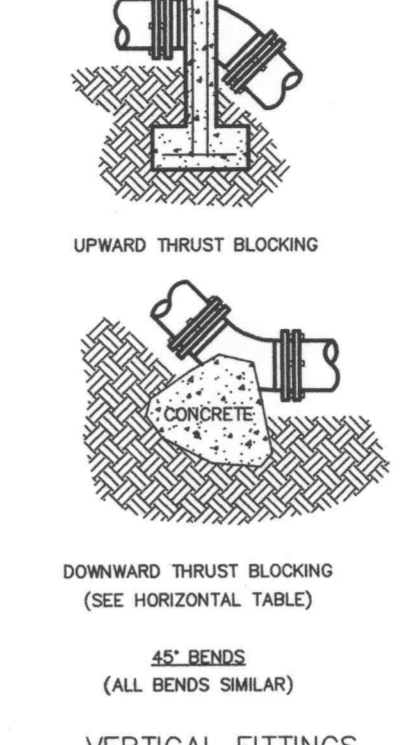
- NOTE:
1. ALL HYDRANTS TO BE SET PLUMB W/ NOZZLE FACING STREET UNLESS OTHERWISE SPECIFIED BY FIRE DEPARTMENT
 2. ALL CONCRETE TO BE 2500 PSI P.C. CONCRETE
 3. FIRE HYDRANT ASSEMBLY INCLUDES GATE VALVE AND APPURTENANCES



SANITARY SEWER CLEAN-OUT
N.T.S.



HORIZONTAL FITTINGS

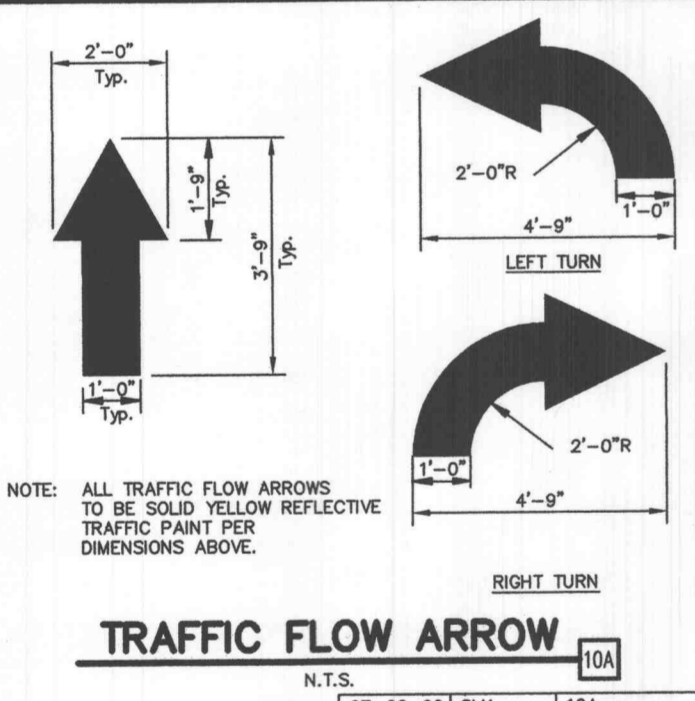


VERTICAL FITTINGS

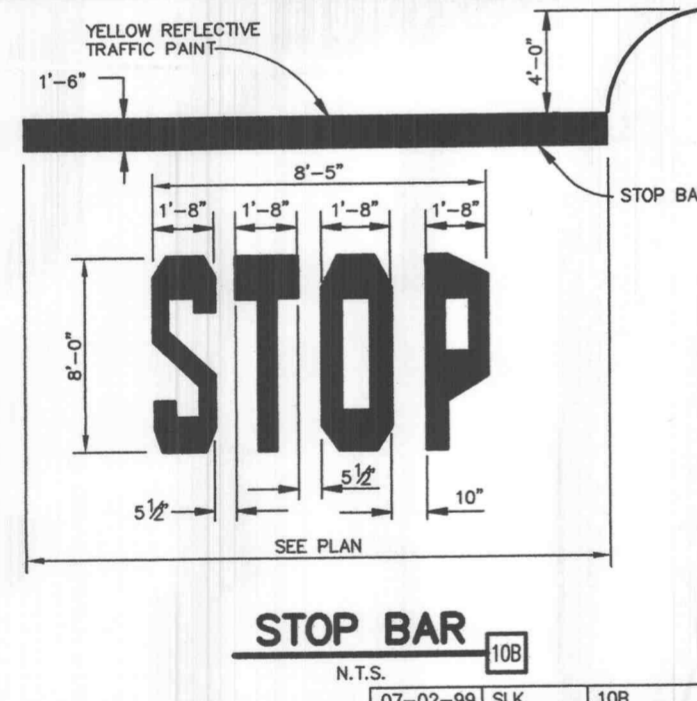
PIPE SIZE	REQUIRED SQ. FT. OF UNDISTURBED EARTH FOR REACTION BACKING	MINIMUM CONCRETE VOLUMES FOR UPWARD THRUST BLOCKING			
		11.25 DEGREE BEND	22.5 DEGREE BEND	45 DEGREE BEND	90 DEGREE BEND
2"	2.0	0.04	0.08	0.16	0.30
3"	3.0	0.06	0.12	0.24	0.45
4"	4.0	0.08	0.16	0.32	0.60
6"	6.0	0.12	0.24	0.48	0.90
8"	8.0	0.16	0.32	0.64	1.20
10"	10.0	0.20	0.40	0.80	1.50
12"	12.0	0.24	0.48	0.96	1.80
14"	14.0	0.28	0.56	1.12	2.10
16"	16.0	0.32	0.64	1.28	2.40
18"	18.0	0.36	0.72	1.44	2.70
20"	20.0	0.40	0.80	1.60	3.00
24"	24.0	0.48	0.96	1.92	3.60
30"	30.0	0.60	1.20	2.40	4.50
36"	36.0	0.72	1.44	2.88	5.40

THRUST BLOCKING
N.T.S.

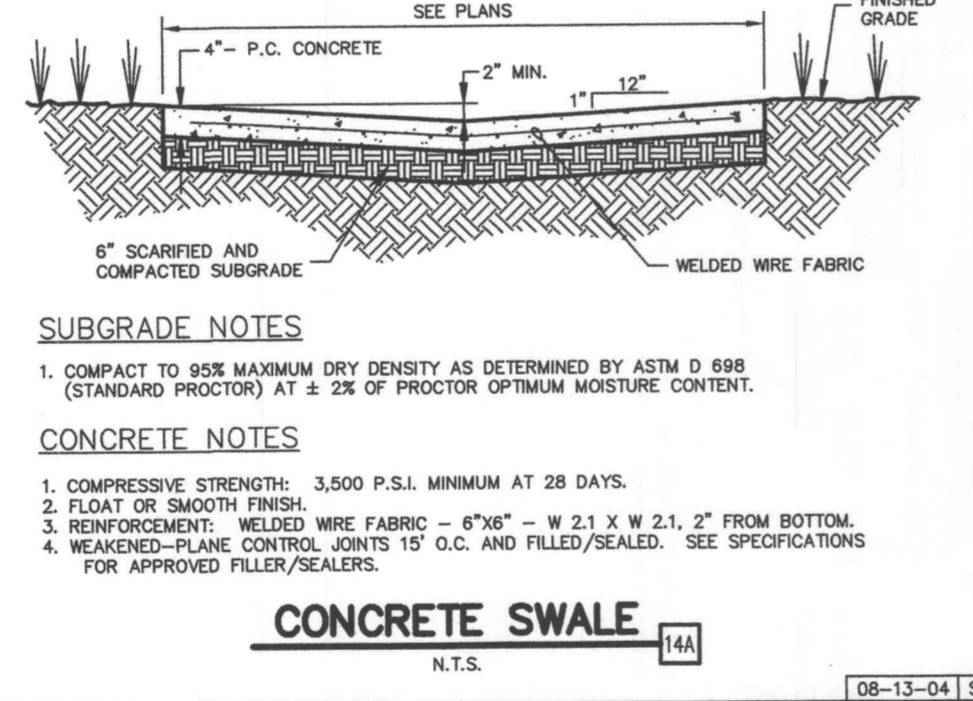
- NOTE:
1. DO NOT COVER BELLS OR FLANGES WITH CONCRETE
 2. WRAP ALL FITTINGS WITH INSULATION
 3. BACK ALL TEES ACCORDING TO SIZE OF BRANCH
 4. BACKING FUTURE LINE EXTENSIONS SHALL BE SUCH THAT LATER REMOVAL IS POSSIBLE.
 5. ALL BENDS WHERE FITTINGS ARE USED, BOTH HORIZONTAL OR VERTICAL SHALL BE BACKED.
 6. REACTION BACKING TABLE IS BASED ON 100 P.S.I. AND SOIL BEARING PRESSURE OF 2,500 LB./SQ.FT. ADDITIONAL BACKING MAY BE REQUIRED IN SOME AREAS AS DIRECTED BY ENGINEERS.
 7. ALL CONCRETE SHALL BE 2500 P.S.I.



TRAFFIC FLOW ARROW
N.T.S.

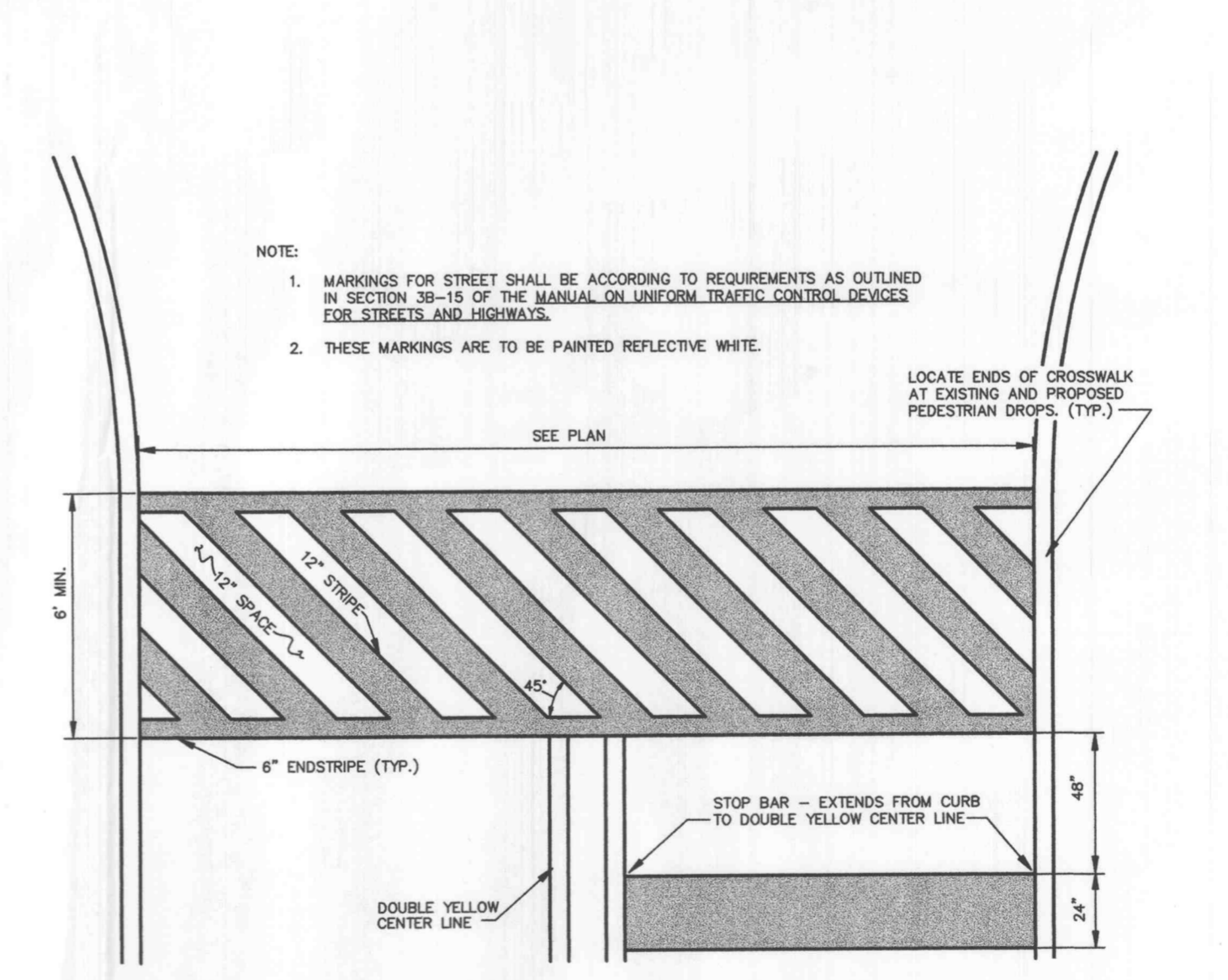


STOP BAR
N.T.S.



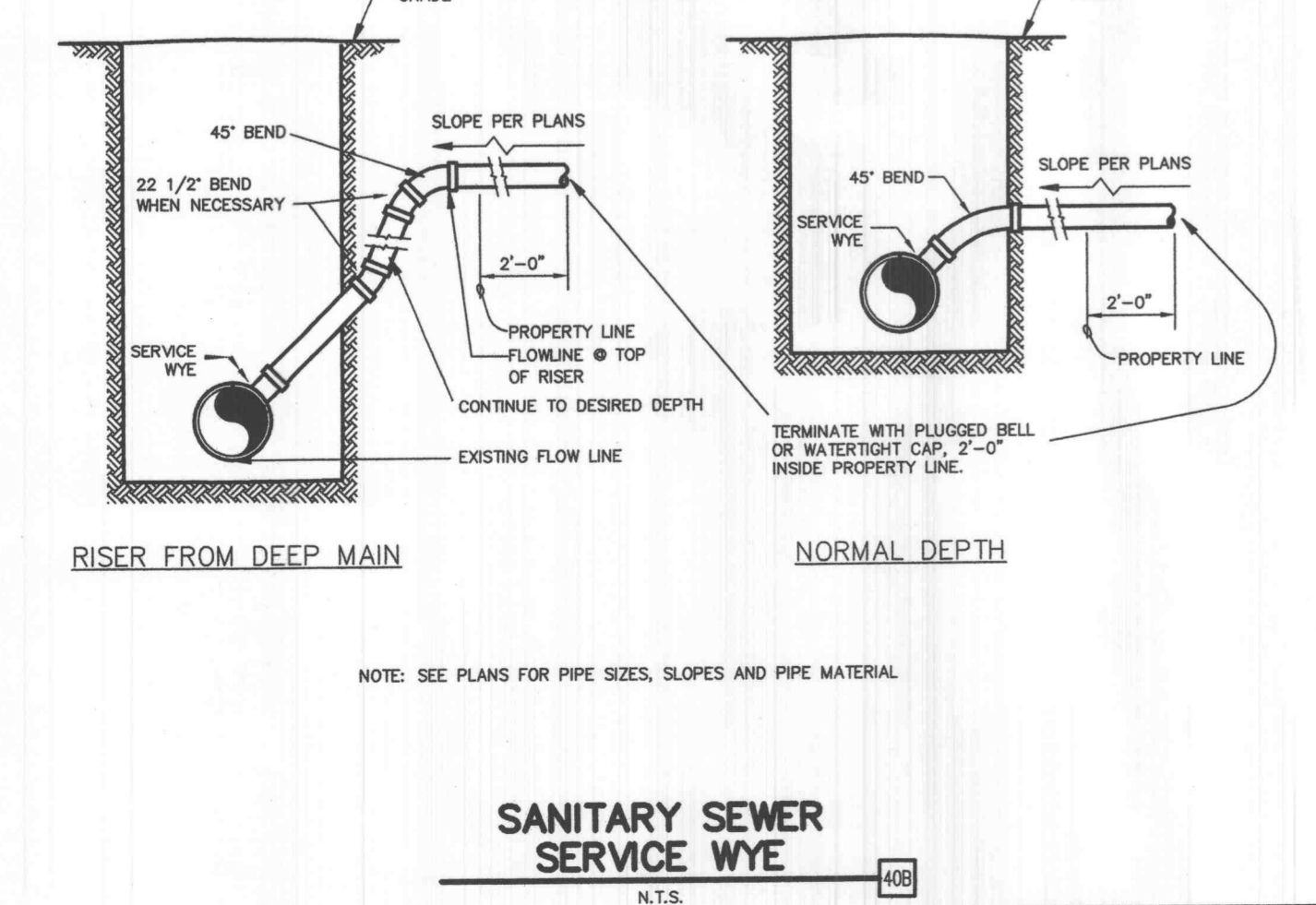
CONCRETE SWALE
N.T.S.

- SUBGRADE NOTES
1. COMPACT TO 95% MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D 698 (STANDARD PROCTOR) AT ± 2% OF PROCTOR OPTIMUM MOISTURE CONTENT.
- CONCRETE NOTES
1. COMPRESSIVE STRENGTH: 3,500 P.S.I. MINIMUM AT 28 DAYS.
 2. FLOAT OR SMOOTH FINISH.
 3. REINFORCEMENT: WELDED WIRE FABRIC - 6"x6" - W 2.1 X W 2.1, 2" FROM BOTTOM.
 4. WEAKENED-PLANE CONTROL JOINTS 15' O.C. AND FILLED/SEALED. SEE SPECIFICATIONS FOR APPROVED FILLER/SEALERS.

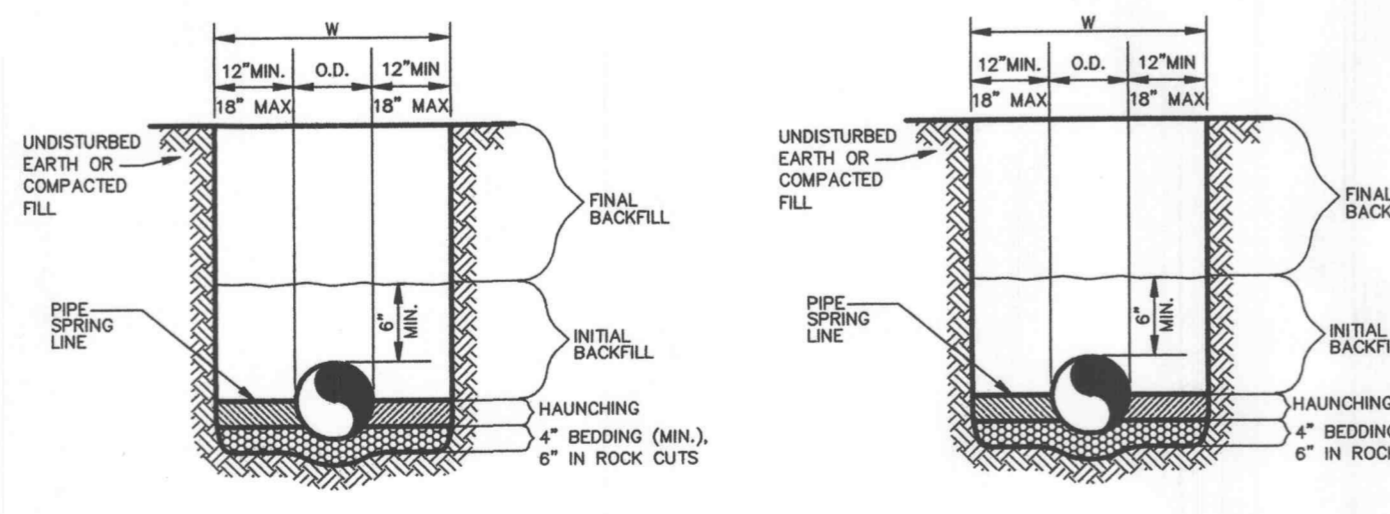


CROSSWALK MARKINGS
N.T.S.

- NOTE:
1. MARKINGS FOR STREET SHALL BE ACCORDING TO REQUIREMENTS AS OUTLINED IN SECTION 38-15 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.
 2. THESE MARKINGS ARE TO BE PAINTED REFLECTIVE WHITE.



SANITARY SEWER SERVICE WYE
N.T.S.

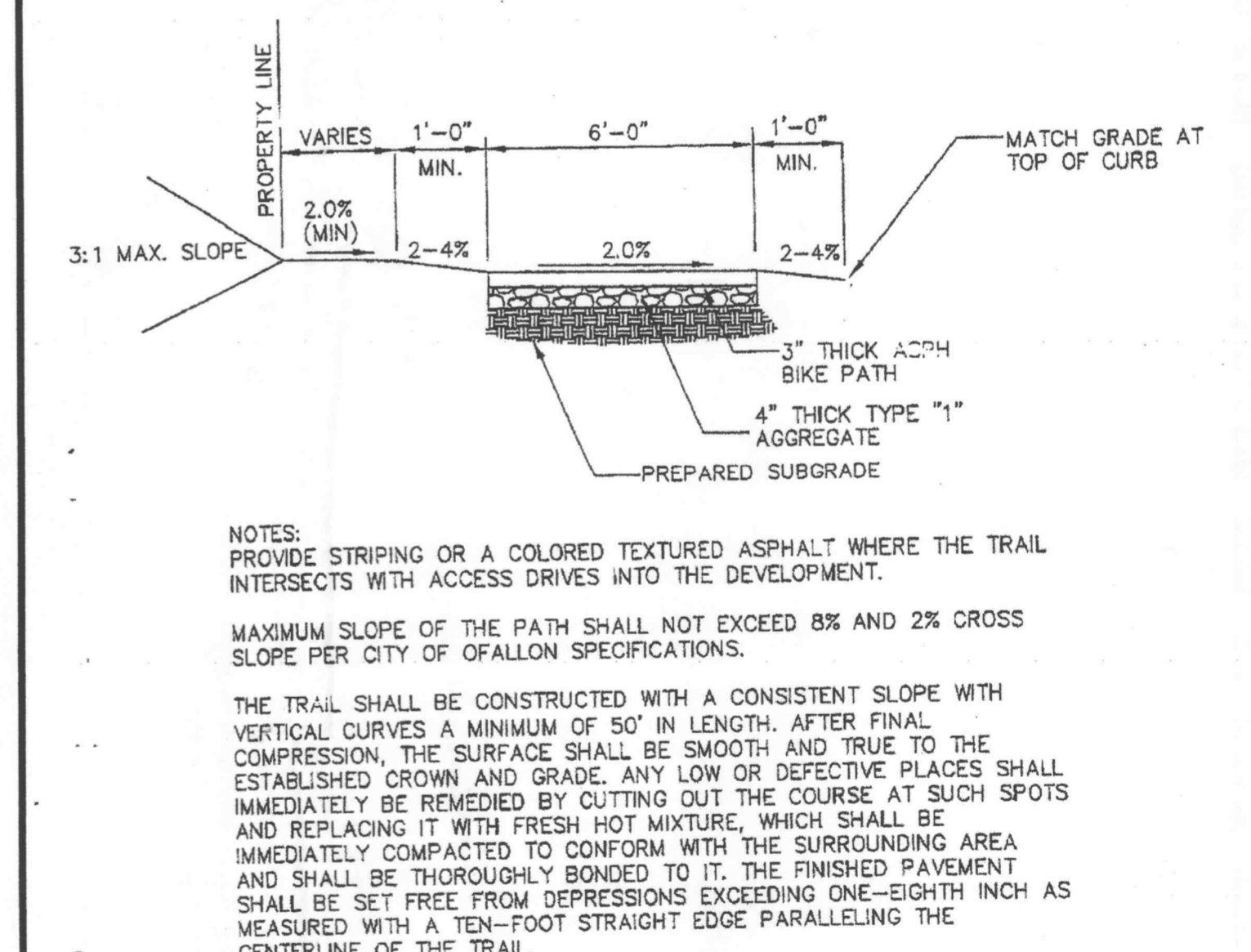


WATER LINE & FORCE MAIN
N.T.S.

SANITARY SEWER
N.T.S.

- GENERAL NOTES
1. BEDDING SHALL BE CLASS I-A WORKED BY HAND. IF GROUNDWATER IS ANTICIPATED, THEN BEDDING SHALL BE CLASS I-B COMPACTED TO 85% STANDARD PROCTOR. (SEE SPECIFICATIONS FOR GRADATION)
 2. HAUNCHING SHALL BE WORKED AROUND THE PIPE BY HAND TO ELIMINATE VOIDS AND SHALL BE CLASS I-B OR CLASS II COMPACTED TO 85% STANDARD PROCTOR.
 3. INITIAL BACKFILL SHALL BE CLASS I-A WORKED BY HAND, OR CLASS I-B OR CLASS II COMPACTED TO 90% STANDARD PROCTOR.
 4. INITIAL BACKFILL NOT UNDER PAVED AREAS CAN BE CLASS III COMPACTED TO 90% STANDARD PROCTOR.
 5. FINAL BACKFILL SHALL BE CLASS I, II, OR III COMPACTED AS NOTED IN NOTES 3. AND 4.
 6. FINAL BACKFILL NOT UNDER PAVED AREAS CAN BE CLASS IV-A COMPACTED TO 90% STANDARD PROCTOR.
 7. ALL MATERIALS ARE CLASSIFIED IN ACCORDANCE WITH ASTM D 2921, LATEST EDITION.
 8. ALL MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH MAXIMUM 8" LOOSE LIFTS IN ACCORDANCE WITH ASTM D 698, CLASS II AND IV-A. MATERIALS SHALL BE COMPACTED NEAR OPTIMUM MOISTURE CONTENT.
 9. FILL SALVAGED FROM EXCAVATION SHALL BE FREE OF DEBRIS, ORGANICS AND ROCKS LARGER THAN 3".
 10. ALL TRENCH EXCAVATIONS SHALL BE SLOPED, SHORED, SHETTED, BRACED, OR OTHERWISE SUPPORTED IN COMPLIANCE WITH OSHA REGULATIONS AND LOCAL ORDINANCES. (SEE SPECIFICATIONS)

SANITARY SEWER AND WATER LINE TRENCH AND BEDDING
N.T.S.



MULTI-USE PATH DETAIL
N.T.S.

- NOTE:
1. PROVIDE STRIPING OR A COLORED TEXTURED ASPHALT WHERE THE TRAIL INTERSECTS WITH ACCESS DRIVES INTO THE DEVELOPMENT.
- MAXIMUM SLOPE OF THE PATH SHALL NOT EXCEED 8% AND 2% CROSS SLOPE PER CITY OF OFALLON SPECIFICATIONS.
- THE TRAIL SHALL BE CONSTRUCTED WITH A CONSISTENT SLOPE WITH VERTICAL CURVES A MINIMUM OF 50' IN LENGTH. AFTER FINAL COMPRESSION, THE SURFACE SHALL BE SMOOTH AND TRUE TO THE ESTABLISHED CROWN AND GRADE. ANY LOW OR DEFECTIVE PLACES SHALL IMMEDIATELY BE REMEDIED BY CUTTING OUT THE COURSE AT SUCH SPOTS AND REPLACING IT WITH FRESH HOT MIXTURE, WHICH SHALL BE IMMEDIATELY COMPACTED TO CONFORM WITH THE SURROUNDING AREA AND SHALL BE THOROUGHLY BONDED TO IT. THE FINISHED PAVEMENT SHALL BE SET FREE FROM DEPRESSIONS EXCEEDING ONE-EIGHTH INCH AS MEASURED WITH A TEN-FOOT STRAIGHT EDGE PARALLELING THE CENTERLINE OF THE TRAIL.

Autozone
ENGINEERING ASSOCIATES, INC.
PLANNERS SURVEYORS
1300 Fwy 84, Ste. 110
DALLAS, TX 75234
(972) 688-3737
FAX (972) 488-6239
CORP. NO. 18476
DWC NAME: 94766T
DATE: 10-06-04
2:01 PM
REV-2
MISSOURI
O'FALLON

REVISIONS

1.	REVISED PLANS PER CITY ON 9/22/04
2.	REVISED PLANS PER CITY ON 10/06/04
3.	
4.	
5.	
6.	
7.	

PRN: TJB
PM: LWY
DES: RK
BLDG TYPE: 7N2-RIGHT
C7
CASE # 3904